

In the specification:

**Please revise the first full paragraph on page 3 as follows:**

In addition, different heat exchanger applications are subjected to different internal pressure and related conditions. Radiators typically have lower operating pressures and temperatures than charge-air-coolers. Radiator tanks can generally be more compact, since the internal fluid is a higher density liquid. Charge air coolers, inter coolers and after coolers typically operate at higher temperatures and pressures, and with more rapid transients than radiators in the same vehicle application. Higher pressures and larger wall surface areas result in greater wall deflection in such applications. Higher temperatures reduce the stiffness and fatigue resistance of the materials. These factors contribute to greater structural integrity and durability problems with more extreme temperatures and pressure conditions.

**Please revise the second full paragraph on page 10 as follows:**

In accordance with an aspect of the present invention, Figs. 3a, 3b, and 3c and ~~[[fig.]]~~ Fig. 10 show a schematic representation of a design for a heat exchanger in accordance with an aspect of the present invention, showing a pan 23 with flat medallions 22 (flat plate collector) and inverted collars~~[[ ]]~~, the heat exchanger tube 21 ending in a flat plate collector or 'pan' 23 with flat 'medallions' 22 maintaining the tank foot in place, with an intervening gasket 25 in the space between the foot and the pan 23. The pan 23 includes a ferrule (inverted collar shown in Fig. 3c) integral to the pan (shown as non-inverted collar 18 in Fig. 10). As shown in Fig. 3c, the tube 21 and the pan 23 together form ~~The tubes 27 form~~ a type of a gorge 26 wherein the gasket 25 and tank foot 24 are received.